New-York Daily Times.

VOL. V.—NO. 1455. NEW-YORK, SATURDAY, MAY 17, 1856. PRICE TWO CENTS.

TWO WEEKS LATER FROM CALIFORNIA.

Arrival of the George Law.

$2,000,000 IN TREASURE ARRIVED.

Awful Accident on the Panama Railroad.

THIRTY KILLED AND OVER EIGHTY WOUNDED.

List of Passengers in the Cars when the Accident Occurred.

Thrilling Particulars from an Eye-Witness.

Important Official Correspondence on the Panama Massacre.

$20 INDEMNITY YET OFFERED.

INTERESTING FROM OREGON.

The Cascades Retaken from the Indians.

News from the Sandwich Islands and the South Pacific.

The United States Mail steamship *George Law*, W. H. Hudson, U. S. N., commanding, from Aspinwall May 7, at 9 A. M., arrived at her dock yesterday morning.

The steamer *George Law* sailed from Aspinwall on May 1, with the mails, treasure and passengers brought down by steamer *Illinois*, on the 21st inst. She passed a bronze bark showing signal No. 2654 last, passed ship *H. Crosby*, bound northward.

The Pacific Mail Steamship Company's steamer *Illinois* sailed from San Francisco April 21, at 3 o'clock P. M., with the mails, treasure and passengers for the Atlantic States, arrived at Acapulco at 3 o'clock P. M., 26th, and sailed again for Panama same day at 9 A. M., arriving at Panama May 5, at 8 A. M. The *Illinois* brought down $2,000,071 in treasure:

Wells, Fargo & Co.'s Express	$1,839,887 01	Panama	$11,770 00
Adams & Co.'s Express	149,284 69	Together	$2,000,071 01

The steamer Golden Gate, with the mails and passengers from New-York the 20th of March, arrived at San Francisco the 16th of April, all well.

The steamer *John L. Stephens*, from Panama to San Francisco, left Acapulco the 20th of April. May 2, passed a steamer, supposed to be the *America*, from Panama for San Francisco.

Peace and quietness prevail in Panama, and no sign of further disturbance. The sloop-of-war *St. Mary's* was in the harbor, where she will remain awaiting orders.

The news of the stoppage of the Nicaragua line of steamers has awakened considerable interest in San Francisco. It is announced that GARRISON would send down steamers and maintain the new line. No steamer started from San Francisco for San Juan on the 20th of April.

The Legislature has adopted the bill consolidating the City and County of San Francisco, and abolishing a long list of superfluous offices.

There had been several days of wholesome rain between the eighth and twelfth of the month, and there was no complaint for want of water on the part of either farmers or miners.

The Common Council of San Francisco has before it a project for the erection of a stone wall along the water front.

On the 9th of April, flour was held in San Francisco, at $11 75 per barrel, wholesale. It is now at $10.

The Democrats gained a complete victory, with 100 majority, at the municipal election in Sacramento on the 7th of April. B. B. REDDING was elected Mayor. The Americans carried the election last Fall by 300 majority. The total of votes polled at the late election was 3,397.

On the day of the Sacramento election the powder vessel—that being the magazine—sank in the river at Sacramento City. The loss was $70,000.

A large fire occurred in Placerville on the 16th and 17th April, doing damage to the amount of $250,000.

There was a municipal election in San Jose on the 18th inst. A "Citizens' Independent" Ticket was elected by a large majority.

We are specially indebted to the expressees of G. B. WELLS & Co., FREEMAN & Co., and WELLS, FARGO & Co., for late files of California and Panama papers.

Treasure List per Steamer George Law.

FROM SAN FRANCISCO.

Bank of America	$41,657	Ullmer & Feigenbaum	$40,000
Brown Bros. & Co.	54,00	Hamburger & Bros.	9,054
A. Bewley	6,678	Wm. Hoge & Co.	100,0 9
W. F. Coleman & Co	15,043	Howt'd & Macondray	70,000
G. Cerf & Co.	12,478	Aaron Jacobs & Co.	16,700
C. E. Cummings	3,381	Eugene Kelly & Co.	30,000
Chamberlain, Roberts & Co.	10,220	Metropolitan Bank	220,000
Drexel & Co.	250,000	Morgan, Hathaway & Co.	7,975
Duncan, Sherman & Co.	40,142	Lou Naglear	4,400
John Durand & Co.	4,975	Newhouse, Seasoltz & Order	17,800
Wm. Dwight	6,800	Jas. Patrick	97,800
E. Ernstein & Bro.	4,400	E. Phelan, Jr.	64,000
Freeborn & Co.	9,000	F. Probst & Co.	23,300
Gunzburg, Sons & Co.		Lewis Rosenstock	5,000
Jacobs	10,000	A. Rich & Brother	34,0 0
Wm. Heller & Co.	11,100	Wm. Seligman & Co	6,000
Schotte & Brothers	8,000	T. Watson & Sons	20,000
J. Stanwood	2,000	J. B. Weir	12,900
E. A. Stern & Co.	3,048	W. F. Weld	21,300
Ullmann, Hamburg	20,000	Wetmore & Aborell	20,000
Wells, Fargo & Co.	14,628	G. H. Wines & Co.	16,750
A. P. & C. E. Tillon	4,000	Wells, Fargo & Co.	288,100
Total			$1,839,887

FROM ASPINWALL.

Williams & Potter	$3,000	Order	$6,000
M. Bates, Jr., & Co.	3,650	Everett & Brewer	1,000
Hitchcock & Co.	1,700	Bollin, Thorne & Co.	3,000
F. Thurst	1,020		
Total San Francisco and Aspinwall			$1,857,916

E. W. HULL, Purser.

PANAMA.

FRIGHTFUL ACCIDENT ON THE PANAMA RAILROAD.

From the Aspinwall Courier, (Extra,) May 7.

Yesterday morning, three trains left this city for Panama, with the passengers of the steamer *George Law*, in number near nine hundred.

A baggage train preceded the passengers, and the engine ran off the track on Obispo bridge, some fifteen miles this side of Panama.

Passage being impossible after this mishap, it was determined to send the passengers back to Aspinwall. At Matachin, two miles this side of Obispo, each of the two engines gave out, and the other engine had to take both trains, consisting of some twenty cars.

About half a mile the other side of Gatun Bridge, the second car from the locomotive ran off the track, from some cause now inexplicable, and eight others followed; some were piled up on top of others across the track, and others were rolled off on either side.

These cars were filled almost entirely with steerage passengers.

As soon as possible, after the crash, tidings were sent to this place, and a train was dispatched for the purpose of bringing down the wounded.

Over fifty were brought down,—two of whom died here before they could be removed to the hospital.

After these were all cared for as well as possible, the train, with additions, was returned to bring down the uninjured passengers that had been left at the place of the accident.

This train returned at 4 o'clock this morning, with a few more wounded—and the most of the passengers.

At the latest advices from the scene of this sad affair, the wreck had not been yet entirely cleared—but some thirty bodies had been taken out.

But very few ladies and children were injured.

Among the wounded and killed were a number of the employees of the trains. And we learn that [illegible], a Jamaican, the efficient and courteous [illegible] of Messrs. LAWRENCE & BROTHER, was [illegible]. We do not learn, as yet, of any other residents [illegible] killed or seriously wounded.

[illegible] the particulars we can now give. [illegible] as we can obtain any authentic [illegible]. In the meantime we have no heart to write more.

STATEMENT BY ALFRED L. ARMSTRONG, ONE OF THE RETURNED PASSENGERS.

MR. ALFRED L. ARMSTRONG, of Oquawka, Ill., the only person returning to New-York in the *George Law* of the 200 or 300 souls in which the accident occurred, has furnished a correspondent with the following detailed account of the circumstances of the disaster:

I left New-York in the *George Law* on the 21st of last April, and, with the steamer's passengers, was landed at Aspinwall, to take the railroad thence to Panama. We arrived to Aspinwall on the 1st of May, and were to take the morning express train of May 6, in order to connect with the steamer on the Pacific side.

A baggage train left Aspinwall at 7 A. M., preceding the train which was to carry the passengers. There were eight or nine baggage cars in the train, filled with the baggage of the passengers. The engine of this train at Obispo Bridge, thirty-one miles from Aspinwall, ran off the track. There was only a single track here, and it being impossible to raise the engine from its position off the track, the cars had to remain as they were—blockading the track. The engineers and brakemen worked several hours, erecting a platform, with the view of getting up the engine, but to no purpose. As they failed in this, and could not communicate with either terminus of the road to announce the accident, they placed a sentinel to guard against being run into by any other train, and thus waited.

At 6 A. M. an express train left Aspinwall with the cabin passengers of the *George Law*. This train was composed of a baggage car and nine passenger cars. The passenger cars were all filled with passengers. Each car contained about eighty-four passengers. The engine of this train did not work well, and the engineer was, in consequence, forced to run the train off on a switch at Matachin, about a mile and a half before reaching Obispo Bridge, when the accident to the baggage train occurred.

At 6¾ A. M., half an hour after the departure of the first passenger train, a *second passenger train, containing the steerage passengers*, left Aspinwall. This train was also a long train, and contained nine passenger cars, besides the baggage car. Upon crossing up to where the first passenger train lay switched off, the train stopped, and being informed of the disabling of the first train's engine, as also of the accident to the baggage train at Obispo Bridge, it was decided, with the single engine of the last passenger train, to take the two trains and proceed to Obispo Bridge. The first passenger train, accordingly, passed the switch, after which it backed to take the train that was switched off. The disabled engine had been disconnected from this train and placed upon another switch adjoining. The two trains thus joined were drawn by one locomotive. They contained in all twenty cars—eighteen passenger cars and two baggage cars. After getting on the main track the train proceeded to Obispo Bridge. It was found impossible to go on to Panama in consequence of the baggage train obstructing the track. It was a complete wilderness there, and no food being obtainable it was determined to go back with the entire passengers to Aspinwall. It was about 2 P. M. when the train thus started to return. The engine was a powerful one, and drew the cars along at full speed without difficulty.

I was seated in the seventh passenger car from the locomotive. The train was going at an unusually high rate of speed,—so much so that the fact was a subject of remark among the passengers generally in the car in which I sat. The speed was commented upon as dangerous, from the frequent and short curves in the road. I felt somewhat alarmed, and put my head out of the window. I did not have my head out more than a minute, when I saw the front passenger car (as the train was passing a curve) suddenly force the outer rail from its place, and darting from the track, instantaneously turn a complete side summerset. All I recollect from that moment is feeling a sudden crash and crying out, "We are all killed." I saw the passengers jump to their feet, and I made a jump myself, but how or where I know not. I only know that I found myself in an instant landed upright on my feet in a pool alongside the track. I either jumped or was thrown some twelve feet from the track. The scene that ensued it is impossible to describe. The locomotive and first baggage car, having retained their place on the track, proceeded some distance, as if unconscious of the sudden sundering of the link that connected them with the remaining cars of the train. The seven cars succeeding the one first thrown from the track were a mingled mass of shattered fragments. They had been thrown sideways, lengthways, crossways, bottom side up, sides up, ends up, and in every imaginable way. Portions of the wreck were submerged in the pond of water on either side of the track. The cries of agony that rose from amid the ruins were heart piercing. Here was visible an arm, and there a leg, with no other appendage. In another place was presented the sad spectacle of a head separated from the body, and again the trunk of a human body shorn entirely of its head and limbs. As soon as possible after the crash, those uninjured turned their attention to discover the extent of loss of life and wounds sustained. It was found that beyond the first eight cars, the injury to the passengers did not extend, except in occasional bruises to those occupying the two passenger cars directly following these eight. Both of these latter cars were thrown from the track, and the occupants received more or less contusions. The remaining cars of the train retained their places on the rails, and the people inside received no injuries other than some slight bruises. While those having escaped personal injury were seeking to recover from beneath the wreck those still giving symptoms of life, the locomotive detached from the train which had come back to the scene of the disaster was dispatched to Aspinwall for help to search for the dead and wounded. The place of the accident was near Gatun's Bridge, only nine miles distance from Aspinwall. The track for some distance was completely torn up, so that the cars still remaining on the track could not be attached to the engine in front. At about 4 P. M., a train returned from Aspinwall. In the interval the wounded passengers suffered dreadfully from thirst. Many of them drank from the muddy pond on either side of the track, though it was red with human blood. Fortunately, a supply of water was brought by the train, which greatly alleviated their sufferings. Fifty-three wounded passengers were placed on the cars and taken to Aspinwall for medical and surgical treatment.

No physicians came with the train, though the reason why none were sent was not explained. The bodies of the dead, as far as recovered from the wreck, were not removed. It was about 8 o'clock in the evening when the first train returned to Aspinwall.

I remained to assist in digging out the dead bodies. The night was dark, and with the dim light shed over the ground by a few lanterns, showing visibly here and there heaps of dead bodies, and the increasing moans and shrieks of the wounded added to the mournful countenances of those at work in the removal of the shattered wreck, made it a scene never to be forgotten. At 4 o'clock in the morning, a second train arrived from Aspinwall, and carried back more of the wounded. I left in this train. The bodies of the dead and some of the wounded still remained at the scene of the disaster. I did not get the names of any of the killed or the wounded. *None but steerage passengers were injured.* Two young men in company with myself, and occupying the seat directly in front of me, were instantly killed. Their names were WM. MCMILLEN and JAMES CRAWLEY, of Rochester, New-York. The former leaves a wife and two children I learned that all the brakemen of the train were killed. Over eight hundred persons were on the train. Of these I should presume that three hundred were killed and seriously wounded.

Statement of Major A. N. Armstrong.

GREAT EXCITEMENT AT ASPINWALL.—BARBAROUS CONDUCT OF THE ASPINWALL HOTEL KEEPERS.

MAJOR A. N. ARMSTRONG, commandant of the 1st Regiment Oregon Volunteers, Fort Dalles, the father of the young man making the statement, [illegible] hasty note as to the reception of the [illegible] of the accident at Aspinwall, the [illegible] of the officers of the Railroad Company and of the [illegible] Line, and of the proprietors of the Aspinwall hotels, towards the wounded passengers. [illegible] parted with my son, and had taken [illegible] *George Law* on my way to Washington. I heard of the return of the engine [illegible] the occurrence of the accident near Gatun Bridge. I went to the railroad depôt and desired to go to the scene of the accident in the train dispatched there, but was refused permission. I felt anxious about the safety of my son, though it was given out at the depôt that the accident was a trifling one. At 8 o'clock P. M., when the wounded passengers were brought to the City, the town became alive with excitement. Those having money and friends were taken to the hotels and private houses, and the others to the hospital. The departure of the *George Law*, announced to sail at 10 o'clock P. M., was postponed. I called at the hospital and at all the hotels and private residences where the wounded had been conveyed, to find if my son was among the number. Of his safety I knew nothing till his return on the morning after the accident. The Crescent City, the St. Charles and the Howard House would not receive the wounded. The railroad Company would not give me (as far as they knew of the killed and wounded for transmission to New-York, and neither would they permit any of the passengers on the train at the time of the accident, who escaped uninjured, to return to New-York. The officers of the *George Law* also refused to carry such passengers, though many were desirous of coming. My son was the only passenger on the ill-fated train who came in the steamer to New-York.

Physicians' Statements.

DRS. HILL and HITCHCOCK, of Sacramento City, and Dr. NICHOLSON, of Portland, Maine, passengers on the *George Law*, stated that they attended at the Hospital at Aspinwall on the wounded who were sent there. They did not get the names of those wounded, further than to learn that they were among the steerage passengers by the *George Law* on her recent trip from New-York. They give the number of wounded at Aspinwall at about one hundred. Of these nearly half were fatally injured.

The Steerage Passengers by the George Law, from New-York.

By the authentic accounts of the Panama Railroad accident, it appears that the loss of life was almost entirely among the steerage passengers by the *George Law*. It happened in this way. Three trains left Aspinwall for Panama, with the passengers of the *George Law*, some nine hundred in number; the first containing the baggage, the second the cabin passengers, and the third the steerage passengers. After the freight train got off the track, it was deemed advisable to return with the other two trains to Aspinwall. Accordingly the passenger trains were united, and the two locomotives turned round on a turn table, and attached to the rear of the combined train, thus bringing the steerage passengers into the fore part of the train, as it returned toward Aspinwall. The nine cars therefore which were smashed, were filled with the steerage passengers of the *George Law* which left New-York on the 21st of April last. A complete list of these has never been published before. We have obtained one and give it below. It is out of this that the (at present) unknown list of killed and wounded must be constructed:

Mr. Fairchild, R. Singmiller, A. Wilmer, P. Midlow, W. Ennis, W. Smith, A. Goldsmith, R. Kirkpatrick, H. Hopkins, L. Fairchild, C. Van Wert, J. Van Wert, H. L. Stafford, L. S. Pike, E. Jones, W. Pool, M. Pomeau, wife and infant, Mr. Monahan, J. A. King, J. C. King, J. Carson, Mr. Newell, F. Felcey, J. A. McKin, A. Allen, H. McKingley, W. M. Corns, W. H. Hyatt, J. Moore, A. A. Beason, J. W. Cook, J. Lawton, J. Andrews, O. F. Allen, Mr. Martin, J. Collinson, H. Vandercook, O. H. Blackman, O. P. Burns, J. Pate, T. L. Denny, D. P. Lewis, J. W. Emerson, T. Hill, R. Beatty, T. Lawler, H. Gray, G. Carpenter, T. Rose, T. Naylor, H. Jones, R. Marion, P. Cravy, S. Conklin, J. Ainsley, J. Bernard, D. Robbins, R. James, Wm. H. Wood, H. Crowell, G. Gilmore, W. Johnson, Geo. Wilcox, W. Burgess, C. Williams, J. P. Richards, R. Mortensen, O. M. Thorn, W. Jubin, Mesa, T. Francis, G. Francis, E. Shane, J. Grebue, J. G. Moore, H. Billings, F. Mairs, D. Myers, H. C. Myers, M. Mairs, P. Victor, M. Francois, V. Hugo, H. Huse, O. Constant, N. Victor, M. Chamberon, Mr. Quinn, R. F. Cook, J. Hamilton, C. Whittaker, E. Jones, J. Wilson, J. Short, J. A. Rowan, R. H. Rowan, N. Murphy, J. F. Harrison, J. Berry, P. Mountain and two children, J. Mountain, J. Darrt, T. Lobby, J. Jones, T. Weme, J. Mead, T. Crockhard, T. George, J. Breslin, J. Huffman, P. Schenck, A. Croax, J. Huffman, W. H. Kirkpatrick, J. Smith, J. Lake, T. Schenck, J. Smith, S. Johns and son, G. Nicholas, J. H. Nichols, G. J. Gile, A. Johns, J. Blaight, W. Sangler, R. Archer, Mrs. R. Paul, Mrs. Ryan, Mary, T. Bruce, W. D. Reed, J. Rose, G. Gilbert, W. Smith, R. Rice, J. Fara, J. Sylvester, D. Sylvester, H. Sylvester, J. T. Jackman, Jos. Jackman, J. A. Jackman, J. Willard, P. Daly, J. Tipton, C. Mar, B. Pride, V. Crawford, T. Crockhard, R. Cumberland, R. Vanderbeck, W. T. Bowan, G. Wilson, J. Gilmore, J. Wilson, J. Wilson, J. Wilson, Walter, G. Walter, P. Glaze, W. Gilmore, J. Miller, J. Gilmore, W. H. Cook, Mr. Bennett, Mr. Wilson, S. Casskey, A. Van Cleck, R. C. Hall, W. Van Riper, F. Leadbeater, H. A. Williams, H. Luters, Mr. Rose, J. Mather, E. Hartley, J. Hughes, J. Jackson, H. Marvin, J. Gilman, J. Lynch, T. Welch, Agney, A. Johnston, D. Z. Pringle and son, W. K. Brown, G. S. Cunningham, B. Bean, W. Ryder, J. Simmons, G. A. Harris, G. W. Smiley, J. T. Cotten, G. Snyder, S. Moore, E. Cutch, J. Lincorn, M. Wallace, R. Waters, D. Nelson, W. Brannan, J. Frost, H. Herman, G. C. Miller, J. Mackamish, J. Midgely, H. J. Heier, W. Sanford, S. Hoffman, Mr. Gorman and lady, J. Beauprere, T. Beauprere, J. Jones, J. Edwards, T. Harris, W. B. Hamidin, J. Tobin, A. Hammel, A. Marcy, H. M. Roberts, G. Clark, J. Harrison, M. Brewster, W. Redpan, W. C. Henry, A. P. Henry, C. Woodward, P. Buckins, W. Thompson, W. McDonald, Thomas, J. Wetmore, J. B. Thompson, G. Miller, J. Stevens, J. Cook, E. Smylie, D. Myers, D. Mullen, A. McMahon, J. G. Kanter, T. Plume, T. Kennedy, C. Sanderson, G. M. Hay, M. H French, F. Grass, C. S. Stanchfield, J. J. Merryfield, R. Merryfield, R. Arthur, W. Vivens, J. Humphreys, P. Morgan, J. Morrison, J. Jewett, E. Jenkins, A. Jasper, T. James, S. Manley, F. Ford, J. Wiella, J. Pascher, wife and child; C. Everet, J. Everet, W. H. Brown, J. Broker, J. Hansler, J. Syer, G. Sherlay, T. Luce, P. Magee, J. Norton, P. Searey, wife and two children; W. Mullen, W. Storicker, G. Bartell, L. Todel, J. Sherry, F. Donovan, E. Clark, T. Bruce and lady, J. Jones, S. V. R. Young, J. Landen, J. H. Bridges, W. Waldo, M. Hammer, S. Baker and wife, A. L. Whipple, M. Conway, S. Lawrence, M. Anderson, Sheehan and infant, Bridget Murphy, Mary Murphy, Kate Murphy and boy, Mrs. M. McCabe and infant, Julia Crosan and infant, Mrs. Harris, Sarah Nogan, Margaret Sullivan and two infants, Margaret Mary Cowley, Miss J. Keck, Mrs. A. Otto, Miss C. Otto, Mrs. H. C. Brown and child, Mrs. F. Reynolds, Miss E. Parker, Miss McConnell, Miss R. Kelley, Mrs. H. Reynolds, E. McMath and wife, V. Sihl, wife and two infants, Mrs. Foley and two infants, Mrs. Lancaster and two children, Mrs. Blair and three children, Mrs. Wm. M. Melly, R. Burke, B. Gorman, E. Courtney, O. Eastman, H. A. Martin, C. Harvey, J. Harvey, W. Cutting, L. Smith, J. Hart, E. Lyman, J. Elliott, C. Reynolds, A. J. Stager, H. Freeland, J. Smith, J. Tracy, E. Maley, R. G. Tryon, M. Cannon, J. Sieglar, J. Furry, M. Powell, H. Upton, J. Boin, J. Terry, T. Smith, J. Hodge, T. Cambell, S. Coulson, J. McDonald, T. A. Towle, H. R. Bisby, R. Ricord, P. K. Austin, A. W. Pendleton, H. Pilkenston, J. F. Butts, J. T. Manter, J. Hennessy, J. Emery, J. Derrine, E. Sheehan and child, W. B. Hayford, A. Milner, B. F. Stewart, T. Ringer, R. Felton, S. Gilman, T. Green, G. Kelsey, J. P. Nutter, D. Crowley, S. Gill, J. Wild, A. J. Barney and son, D. W. Barney, F. Beson, M. Ferrey, J. Kilpatrick, P. McDonald, C. S. Martin, F. Roberts, H. A. Lagerman, H. Williams, F. Heldman, J. Bannhof, J. Burthy, J. Muldoon, P. McGill, J. Hoey, D. Deering, H. Wilson, W. Quinn, H. Parker, J. P. Noyes, J. C. Smith, W. A. Foss, W. F. Burke, E. Smith, M. F. Moore, H. Spear and brother, E. Grant, R. Furman, G. Furman, E. Delan, C. Haley, J. Fitcomb, J. Hanlan, M. Hanlan, J. Simon, P. Casey, F. Lines, M. Murphy, G. Brown, R. H. Nelson, J. Sanborn, E. Elliot, A. G Morton, W. McKenzie, C. C. Shaw, S. D. Munell, B. Hunter, J. Beal, W. Hansman, J. Supple, P. McPherson's S. A. Baldwin, D. S. Coon, L. H. Overton, J. B. Tresdel, J. Myers, C. S. Ferry, G. Swenger, P. Cahill, N. McMenesman, H. E. Cromwell, A. Ball, F. W Dow, Mrs. A. McCormick, Mrs. A. McCan, Miss E. Supple, Mrs. J. Buel and two children, Miss J. Collins, Miss C. O'Sullivan, Mrs. Conley and two children, W. C. Chessman, wife and child; W. Fairfield, wife and three children; H. Davis and wife, G. Ezell and two children, E. Martin and wife, D. T. Pringle, wife and three children L. Hutton, wife and three children; Miss M. Ogelvie, J. H. Smart, S. B. Myers, M. Davidson, R. F. Stokes, J. Staples, H. J. Craig, J. E. Callon and wife, Miss Sullivan, Miss Larker, H. Cossellard, Mrs. Lee and two children, Miss J. Filligan, Miss E. Baker, Mrs. Ray and four children, Mr. Devine and two children, Miss A. Cogan, Miss M. Morrison, Mr. Heath and wife, Miss Carsen, Mrs. White and two children, Mrs. Curtis, daughter and three children, F. Conover, Mr. W. Bradish, Mr. McGhing, J. Cadier, Z. Rogers, J. Walduck, Mr. Kingsland, E. Simons, T. Potter, A. M. Nelson, O. C. Hamblin, J. F. Norton, F. Hughes, B. McCardle, N. Post, C. A. Post, J. Green, J. H. Brooks, J. A. Fordham, Miss Nelson, Miss Bourke, J. P. Stoops, Mrs. Freeman and child, Mrs. Young and 5 children, C. C. O'Kane, A. Sumford, W. L. Foster, R. Tivombey, G. R. Wheeler, F. Harman, S. Deverish, W. Ainsworth and wife, F. Hughes, A. Root, C. E. Drews, J. C. Esser, N. Breer, P. Baker, J. McGinlin, R. Gillis, W. F. Gillinton, J. Kenman, W. Shaw, S. Donaldson, D. Stayvesant, T. Sibling, Mr. Berger, J. Mann, W. H. Saider, S. Fairchild and sister, H. McMullen, W. D. Tourch, Mr. McGlaffin, T. Nash, C. Canall and lady, H. S. Ferguson, E. E. Munn, J. Cosling and wife, E. Smith, Mr. Moss, J. Carley, F. Welsh, J. Feeney, S. Greeler, C. Hancock, J. O'Brien, D. Dunkins, T. Fenwick and lady, E. B. Smith, P. Cayden and sister, J. Brockway, S. H. Brown, J. Welsh, J. Reed, T. Ellis, P. Griffin, D. Doran, W. McLaughlin, J. Seninger, Morrell J. Zeck, J. Eoch Jr., G. Haford.

THE PANAMA MASSACRE.

Important Correspondence between the Commander of the St. Mary's and the Governor of Panama—No Indemnity yet Offered.

The Panama *Star and Herald* comes to us crammed with details—affidavits, statements, an correspondence—concerning the late massacre at Panama. A very lengthy deposition by ALLAN MCLANE, Esq., Agent of the Pacific Mail Steamship Company, gives a full account of the riot and murder, but furnishes no other particulars than those already published in this journal.

The following correspondence between the Captain of the *St. Mary's* and the Governor of Panama is important. It shows that no indemnity has yet been made, or even offered, for this horrible outrage committed upon American citizens:

[COPY.] U. S. SHIP ST. MARY'S, HARBOR OF PANAMA, April 24, 1856.

His Excellency, Don F. de Fabrega, Governor of Panama:

SIR:—On the 15th inst. several citizens of the United States, France and Great Britain, were massacred, others were seriously wounded and outraged, and a large amount of American property was plundered by the police and inhabitants of Panama and its vicinity.

These outrages, robberies and murders were for the most part committed upon innocent and unarmed men, women and children, who were peacefully endeavoring to pass this great highway of nations.

It is my chief duty to employ the force under my command for the prompt protection of the lives and property of American citizens. An early explanation, therefore, of the causes of this catastrophe, as well as some evidence of your Excellency's inclination and ability to prevent such occurrences is desired by me, in determining the necessity of my immediate interference for the protection of the persons and property of the citizens of the United States, until specific orders from my Government shall be received.

I am, respectfully, Sir, your obedient servant,
(Signed,) T. BAILEY, Commander U. S. N.

REPUBLIC OF NEW-GRANADA.

GOVERNMENT OF THE STATE—No. 101,
PANAMA, April 25, 1856.

Sr. T. Bailey, Commander of the United States Frigate St. Mary's:

I have just received your note of this date, expressing to me your desire to know the causes of the deplorable catastrophe which took place on the 15th in the neighborhood of this city, as well as the means which I hold, and the measures I count on to prevent, hereafter, similar disasters.

From the evidence taken by the authorities of the country to discover the origin of the said dispute, and the authors of the crimes that followed therefrom, it appears that the disorder originated between a passenger and an individual of the country, from the former having refused to pay for a fruit he had purchased from the latter. In said dispute, the passenger made use of his pistol, discharging it at his opponent, who had attempted to flee, and was followed by said passenger and two others, who united themselves with him; for which reason the people of the country, who were looking on, also took part in the dispute, in favor of the molested man, which led to a contest that became almost general, and was prolonged for some hours without the efforts which, with that object, the authorities, and some Granadians and strangers made, being sufficient to pacify the one or the other party.

That you may have the note given in the case, I inclose the copy of the declaration of a Granadian, and another of a North American, employed at the Railroad Company, by which declarations you will see that it was an unpremeditated and unexpected accident, as these inevitable collisions, when elements so heterogeneous as the mass which form our population and the Californian emigration, meet and come in collision. Notwithstanding this, and although the consequences of this collision were truly horrible, I can assure you that by a miracle of Providence, neither women nor children perished in it, as you appear to have understood.

With regard to the disposition I have, and means I possess, to prevent in future disasters such as we lament, I think you should not have doubted, for a moment, of my horror of said crimes, and of my constant disposition to prevent them. The Agents of the Railroad Company, and those of the American Company in the Pacific, know that after the events of the 15th, two officers from California (the *Golden Age* and the *Uncle Sam*) have arrived; they know the disembarkation of the passengers and treasure brought by the *Golden Age* was made under the protection of a picket of police and of fifty armed citizens, and that on the disembarkation of those by the *Uncle Sam*, a picket of police alone sufficed, because the said agents thought a larger force unnecessary. On both occasions the disembarkations and transit of said passengers was made without the slightest excitement, without the slightest menace against the security of one or the other, and I hope this will take place also in future. The said force that was present at the disembarkation of the passengers of the *Golden Age*, and a larger one if necessary, shall always be sent to the Railroad Station, when circumstances or analogous motives may make it necessary, as holding the conscientious views of my duties, and understanding well the great interests which are bound up in the preservation of this line of universal transit, I shall neglect no effort or other means which may tend to provide for the security of commerce and emigration which may come across this Isthmus.

Before concluding this note, it is gratifying for me to assure you that in respect to the strangers resident in this country, they have absolutely nothing to fear, for neither since nor before have they been attacked in their persons or their property; they have been respected in the middle of the disorders of the 15th, and it is to be believed that the commercial establishments invaded on that night would not have been touched had it not been for the unfortunate circumstance of some passengers having sought refuge there, and fired from thence. The fact of not having taken the other establishments in the same locality persuades me to this fact.

Do me the honor, Sir Commander, to admit the expression of the distinguished consideration with which I subscribe myself, your very attentive servant,
(Signed) FRANCO. DE FABREGA.

[COPY.] UNITED STATES SHIP ST. MARY'S, PANAMA, April 24, 1856.

His Excellency Don Francisco de Fabrega, Acting Governor, &c., of Panama:

SIR: I have the honor to acknowledge the receipt of your replies to my communications of the 23d and 24th instant.

Apart from the announcement of the restoration to the owners of the cannon and arms, illegally taken from the steamer *Taboga*, I must confess that they afford me little satisfaction.

I had expected, when asking for information as to the causes of the frightful occurrences of the 15th inst., that apart from the immediate origin of the tumult, you would have deemed it due to yourself, as the Chief Magistrate of this community, to state why and wherefore you undertook the fearful responsibility of ordering your police to fire upon my countrymen, women and children, and to state what steps you had taken to punish the guilty and restore the plunder.

Ten days have elapsed since the catastrophe, and I have yet to learn that a single criminal has been arrested, or that any portion of the immense amount of valuables taken from the passengers and Railroad Company has been restored. I have yet to learn that your high "conciencia de sus deberes y la inteligencia de las grandes intereses que se hallan a la consideracion de este Jefe de todo universo" extended any further than to order an indiscriminate massacre of the passengers over the transit.

It is possible that your Excellency recognizes but one party to a riot?—that you shelter yourself under the philosophic assurance that the fearful catastrophe of the 15th instant was the result of "*elementos tan heterogeneos como los que forman nuestra poblacion i la emegracion Californiana*".

The deduction, I regret to state, affords me little assurance of the safety of the transit for the future, unless your Excellency shall devise some more speedy and efficacious method for rendering these unfortunate "elementos" less "heterogeneous" hereafter.

The Police who took part in this terrible tragedy, now guard the lives and property of the transit passengers. The "*heterogeneos*" who, with the same philosophy as your Excellency, deemed it best in the late emergency to destroy the foreign "*element*" are the reliable means of protection on your Excellency will furnish us to any extent for the future; and it no doubt should be a source of gratification that they have, since the 15th instant, permitted the passengers and treasure of the steamers *Uncle Sam* and *Golden Age* to make the transit without murdering the one, or plundering the other.

I am, with the force under my command, but from eight to ten days, removed from communication with my Government, and am therefore bound to submit to their judgment the manner in which the fearful accountability that you have incurred shall be investigated, and to their discretion the indemnity that shall be demanded for the past, as security for the future: meanwhile I shall do all in my power to avert any danger that may occur to the transit passengers, from whatever quarter it may come, under every emergency.

In directing my first communication to your Excellency, I had no desire to listen to apologies for certain parties or certain acts, but on earnest wish to know what you did towards punishing the parties concerned in this frightful atrocity. I wanted not sophistry, but action—the names of the criminals arrested—the officials dismissed—and some allusion to plunder restored.

That I have not been thus gratified, I have no reason to doubt, arises from the fact that you deem the origin of the affair a sufficient justification for its frightful conclusion.

I shall here take my leave of your Excellency as a *correspondent*, and shall have the honor to submit your two communications to my Government, presuming that they will not be more satisfactory to them than to me.

I am, respectfully sir, Your obedient servant,
(Signed) T. BAILEY, Commander U. S. N.

REPUBLIC OF NEW-GRANADA.

GOVERNMENT OF THE STATE,
PANAMA, April 24, 1856.

Sr. T. Bailey, Commander of the United States Frigate St. Mary's:

SIR: Immediately on receipt of your note of this date, I had sent to Sr. MCLANE the small cannon and the two muskets that the Chief of the Police received from the Captain of the Taboga on the night of the 15th inst., and two guns more, which appear to belong to some passengers.

In the official accounts which have been published, of the events of that unfortunate night, it has been stated that said arms were in the barracks of the police, to be returned to the before-mentioned Captain. In the same account has been exhibited the motive and object with which the Chief of Police solicited the giving up of them—motives and objects which I cannot hesitate in qualifying the first as powerful, the second as laudable. One part of the population were pre-occupied with the idea that the passengers who had taken refuge in the Taboga, when the tide rose, could navigate the steamer and place her at a certain distance they would go and fire on the Granadians with the cannon and the other arms on board, and to do away with this idea that might be, or in fact would have been of serious consequences, the prudent measure was adopted to take the said arms, to make manifest thereby the pacific dispositions of the passengers, and obtain by this means that the group who appeared determined to attack the steamer would desist from such a purpose and retire without obliging the authorities to use violent measures, which under the circumstances, would undeniably have aggravated and augmented the difficulties; the result of this measure answered exactly the beneficial intention that suggested it.

As, in the note to which I am replying, you make allusion to the act of having intended to discharge a cannon on the Taboga by some individuals of the town, directed by DOLORES URRIOLA, and of my personal authority make it known to you, that if the said URRIOLA did not in fact retire, it was because he, as well as Señor MANUEL MARIA OZORAGAINZE, who was present, having approached me, making known the necessity of their requiring there to present any excess on the part of the others; it appeared to me prudent to accede to them, and the result is that the cannon was not fired then or afterwards.

Having thus replied to your note, to which I have alluded at the beginning, I repeat, remain your attentive obedient servant,
FRANCO. DE FABREGA.

[COPY.] UNITED STATES SHIP ST. MARY'S, PANAMA, April 25, 1856.

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New-York Daily Times, Saturday, May 17, 1856.

AMERICAN BAPTIST MISSIONARY UNION.

Happy Termination of Existing Differences Between the Missionaries and the Executive.

ANIMATED MEETING.

SECOND DAY—Morning Session.

Prayer was offered by Mr. HARRIS, of Penn-

Mr. COOPER opposed the amendment because it is not a precedent for rescinding on this question. He favored the resolution because it is reported by the Committee. Besides, without any reference to this, he believed that the question had been properly settled. This was the only way which could be devised to settle the question. Whatever they did in the matter, the question would be settled. The vote of last session was taken by ballot, and the vote of this session should be taken in the same way.

Mr. HARRIS. The Moderator disclaimed any personal feelings on the subject. He was willing that the question should be settled in any way which those who were opposed to the action of last session might desire. He was not willing to be considered as the author of the resolution. He was willing to vote for it, or against it, or to abstain from voting. He was willing to do anything which would settle the question.

Mr. COOPER opposed the amendment proposed, because it was only the result of the session of last year, had been made acquainted with the action of the Committee, and had been governed by it. He was willing to vote for the resolution as reported by the Committee.

Mr. HARRISON. Mr. Chairman, I am opposed to the amendment proposed, because it is not a precedent for rescinding on this question. He favored the resolution because it was reported by the Committee. He would be perfectly satisfied with the action. He would be perfectly satisfied with the minutes of last year, had they been read. He was willing to vote for the resolution as reported by the Committee.

Mr. ADAMS supported the resolution of the Committee. He was willing to vote for it. He was willing to vote for it because it was reported by the Committee. He was willing to vote for it because it was reported by the Committee. He was willing to vote for it because it was reported by the Committee.

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THE TIMES FOR EUROPE.

This publication this morning at 10 o'clock, an edition, prepared expressly for the steamer *Europa*, which leaves at 12 o'clock to-day. Mails close at 10½ o'clock. The TIMES FOR EUROPE will contain the latest news received by telegraph previous to the hour of publication. It can be had at the counters of the carriers. Price six cents.

Most Recent News From Europe.

By the *Asia*, which arrived at this port yesterday morning, we have received three days' later news from Europe.

From England we learn that the PALMERSTON Ministry has been sustained in Parliament on the question concerning the fall of Kars. The majority against Mr. WHITESIDE's motion for a vote of censure on the Government was one hundred and twenty-seven. We notice in the English press a decidedly Anti-Gallican cast since the treaty of peace was signed, and a freedom of expression in relation to the French Government, in very marked contrast to the respectful and guarded manner in which all allusions to France were made during the Crimean war. This Anti-Gallican feeling has been especially exhibited in the London *Times* in an article on the attempt made by Count WALEWSKI, to interfere with the freedom of the press in Belgium.

The final in our London files but little intelligence of general interest. Military courtesies, it seems, are being exchanged between the armies lately ranged in battle array, one against the other. According to the latest advices from the Crimea, the Allied troops had been reviewed by the Russian Commander-in-Chief.

We publish elsewhere, from the London *Times*, a detailed article in which that journal explains, in answer to cavils that other interpretation given by the British Government to the Clayton-Bulwer treaty is the correct one. The article is significant as an indication that the views of the British Government on this subject have undergone no change. Among the speeches in Parliament on the 2d of May was the long expected reply of Lord CLARENDON to our Government's demand for Mr. CRAMPTON's recall. The London *Daily News*, an influential paper, thinks that such a demand "is only inviting the English Cabinet to disgrace itself for the amusement of the Government at Washington."

Among the latest intelligence received at Liverpool, by telegraph from London, is a treaty between Queen VICTORIA, NAPOLEON and the Emperor of Austria, in which the contracting Powers guarantee jointly and severally the independence of the Ottoman Empire.

The News by the George Law.

By the arrival of the *George Law* we have received two weeks later advices from California and Oregon. From California the news is unimportant. From Oregon, however, the intelligence come to hand is of considerable interest. It will be remembered that, on the 26th of March, the Indians made an attack upon the Cascades, captured the place, slaughtered the inhabitants, and destroyed their dwellings and property. We now learn that two days subsequently the place was retaken, and the Indians were utterly routed. The Oregon papers report the usual number of skirmishes between the volunteer troops and the Indians, in which the latter have been, without an exception, defeated and forced to fly.

We have to record a most distressing accident that occurred on the Panama Railroad on the morning of the 6th of May. As the passengers by the *George Law* were going over to Panama, a leading car ran off the track, and eight or nine others, being forced upon it, were literally broken to pieces. About forty persons are supposed to have been killed, and when the *Law* left Aspinwall about sixty wounded were in the hospital. We are informed, upon good authority, that all the killed and wounded were steerage passengers. Their names have not yet reached us. A long correspondence has taken place between the Captain of the *St. Mary's* and the Governor of Panama, in relation to the late massacre of American citizens. We publish it elsewhere; and it will be seen that no indemnity has yet been offered for the outrage.

The *George Law* brings later news from the Sandwich Islands and the South Pacific States. It will all be found in this morning's paper.

Wise and Honest.

Governor WISE has invented a very ingenious method of raising the requisite funds for the purchase of Mount Vernon, so that it can become the property of Virginia, and the exorbitant demands of its present owner be satisfied. The Governor proposes to make use of Ex-Governor EVERETT, of Massachusetts, to accomplish the great work. Instead of looking to Virginia for the capable person, he good-naturedly consents to borrow an illustrious citizen of Massachusetts. In a letter to Mrs. W. F. REYNOLDS, First Vice-President of the Mount Vernon Central Committee of the Union, Governor WISE writes thus:

"The objections, then, which some imagine to exist in the mind of Mr. WASHINGTON, are easily met. He wants the purchase to be made by the *State*. So do we. And we accordingly committed. He wants the purchase to be raised? So do we. There is the question, which solves itself. I have expressed it.

1st. Hold a meeting of your Association, prepare your Constitution and by-laws.

2d. Appoint your Committee of Finance, and let them open books for subscription, and report to the Association.

3d. Let the Association report to the Governor of Virginia, and he will call the Legislature together, and lay the whole matter before them.

4th. Let the Legislature appoint a Commissioner to treat with the Association, and he will treat with Mr. EVERETT, and the thing is done."

Colonel French and Padre Vijil.

Misapprehension exists on the part of some of our cotemporaries, in relation to the different course of action which has been pursued by the Cabinet of President PIERCE, towards Padre VIJIL and Mr. PARKER H. FRENCH. We confess that we are unable to understand that portion of the President's Special Message, in which he endeavors to show that "new light" has been thrown upon the Nicaraguan question within the last few weeks. It strikes us as the veriest rigmarole of special pleading it has been our lot to wade through for many a day. Mr. PIERCE *knew* and Mr. MARCY *knew*, as well, or better, two months ago, as they do now, that WALKER was *de facto* Chief of the Nicaraguan Republic. The statement, therefore, about the "absence of satisfactory information," at that time, is gammon, nor was this the reason that Mr. PARKER H. FRENCH was not received. It is equally certain, also, that if Padre VIJIL, or any other individual, had presented himself at Washington previous to the late news from England, as the Nicaraguan Minister, he would have been made to right about face and go home again.

Notwithstanding, however, the new proof that has been given by the Cabinet, in its management of Central American affairs, that it never finds out what is right until the day after the fair, it is true that the same obstacles did not stand in the way of Padre VIJIL's recognition, which existed in the case of Mr. FRENCH. The latter gentleman commenced his pseudo-diplomatic career by identifying himself, locally, with Filibusters, and by direct endeavors to violate our neutrality laws. He committed the same offences, before presenting his credentials, which have called forth indignation against Mr. CRAMPTON, an accredited, and, personally, a popular Minister. It would have been the wildest absurdity and inconsistency, on the part of the Administration, to have received the one under the same circumstances for which it had already insisted upon the recall of the other. From this point of view alone President PIERCE is to be justified in the line of conduct he pursued; and it, instead of parenthetically stating that Mr. FRENCH might have been received, "unless he were found, on inquiry, subject to personal exception," he had made this, and courtesy to Great Britain, the reasons with which to satisfy the public, his message would have been less exceptionable.

Padre VIJIL seems easing us with hands on [illegible] and Mr. MARCY [illegible] Government, whose [illegible] he is. It is proper, therefore, that he should be recognized as Minister, as long as the existing state of things continues in that Republic. With the internal affairs of Nicaragua we have nothing to do; but should Gen. WALKER prove unfortunate, it will be for his successors, and not for us, to determine upon the position which Padre VIJIL shall hold.

The Palmerston Ministry.

As we anticipated, the English Parliament has scouted, by a larger majority than has marked a party division since the days of PITT, the motion on the fall of Kars of the Irish orator Mr. WHITESIDE, who, like many Irish orators of a particular class, would appear to be a mere prurient wind-bag, "all sound and fury, signifying nothing." It was generally felt that the motion was undertaken, not from any real conviction of its justice, but merely as a move to put PALMERSTON out and the Derby-Disraelites in, which is the ruling principle of Mr. DISRAELI's policy. *Probably not half the men who voted, including the mover himself, until crammed* for the occasion, knew where Kars was, or would sacrifice to its salvation one hour of the Treasury bench. Lord PALMERSTON was, therefore, sustained, not alone by his own immediate party, and the Peelites and the Manchester school, who hold the balance, but by a large section of the more respectable of the Tory Party, who consider that the Premier has sustained the honor of England, and will not sacrifice to the adventitious tactics of party the permanent interests of the State. So the petard burst harmlessly, or at least only hoisted those who had given it the start. Many of the *more hungry followers of Lord* DERBY are doubtless weary of wandering in the political wilderness, and are perishing for the manna of office, but there are many of the fine old Englishmen who care little who is in, so that the glory of England is maintained. Lord DERBY, too, when last sent for, was unable to lay, not *alone a dainty dish, but any dish at all*, before the Queen. And he has not since acquired any additional materials. Why, then, put PALMERSTON *out?*

The moral of this British party struggle was well painted by the London *Times*. Lord STRATFORD DE REDCLIFFE, case himself as he will with an air of arrogance and disdain, is the guilty man, and only escapes the punish*ment he has merited, by the sense which the* British Government entertains, that he is the man best suited to enforce the operation of those measures for the greater freedom of the Christians in Turkey, which he has always strenuously urged during his Ambassadorial career.

Lord PALMERSTON's most serious difficulty will be in the debate on the enlistment affair. On that question he is not likely to command the support of that section of the House, the Peelites and Manchester party, who hold the balance of power, and unless he is sustained by a strong defection from the Tory Camp, or deviates from the tone he has hitherto taken, it is probable he may sustain defeat. Many who would, on a mere party question, support him, and the people of England, of whom he is now the special pet, would sacrifice even him rather than risk a rupture with America.

☞ In the Senate, yesterday, a resolution was adopted in reference to the unlawful deterioration of coins, and the action of the Naval Board was discussed. In the House a rule was adopted that all bills and reports from the Court of Claims shall be referred to the Committee on Claims, and be in order every Friday. Both Houses adjourned over to Monday.

LATEST INTELLIGENCE

By Telegraph to the New-York Daily Times.

Magnetic Telegraph Co.'s Offices—5 Hanover-st., and 121 Broadway.
House Printing Telegraph—Office No. 21 Wall-street.

FROM WASHINGTON.

Refusal to Recall Mr. Crampton—His Prompt Dismissal Probable.

Special Dispatch to the New-York Daily Times.

WASHINGTON, Friday, May 16.

The Government has been advised, to-night, that the long-expected dispatch refusing to recall Mr. CRAMPTON, arrived at New-York in the *Asia* to-day. I think you may anticipate his prompt dismissal. S.

XXXIVth CONGRESS—First Session.

SENATE....WASHINGTON, Friday, May 16.

DETERIORATION OF COINS.

A resolution was adopted directing experiments at the Mint with the view of detecting and preventing the unlawful deterioration of coins.

THE NAVAL BOARD.

Messrs. MALLORY and BENJAMIN defended, and Messrs. CRITTENDEN and TOOMBS condemned the action of the Naval Board.

Adjourned till Monday.

HOUSE OF REPRESENTATIVES.

WASHINGTON, Friday, May 16.

PRIVATE BILLS FROM THE COURT OF CLAIMS.

In the House a discussion arose as to what disposition should be made of several private bills heretofore transmitted from the Court of Claims. The debate involved the powers of that tribunal.

A rule was finally adopted that all bills and reports from the Court of Claims shall be referred to the Committee on Claims, and every Friday, immediately after reading the Journal, it shall be in order for that Committee to report with reference to the business from the Court of Claims.

The House considered and passed one private bill.

Adjourned till Monday.

Naval.

DEPARTURE OF THE STEAM-FRIGATE SUSQUEHANNA.

PHILADELPHIA, Friday, May 16.

The *Susquehanna* sailed to-day, but will be delayed a day or two at Fort Mifflin, receiving ammunition.

The Recognition of Padre Vijil in New-Orleans.

NEW-ORLEANS, Friday, May 16.

The recognition of Padre VIJIL by the President, as Minister from Nicaragua, had given an impetus to the Nicaraguan fever. The South is alive in consequence of it. The steamship *Daniel Webster*, which will probably sail on the 23d inst. from this port, will have plenty of recruits.

Destructive Fire in Montreal.

MONTREAL, Friday, May 16.

Two houses in Edward-street, this city, were totally destroyed by fire last night. The amount of loss not yet ascertained.

A MEETING OF THE BOARD OF SUPERVISORS

was called for yesterday at 2 P. M. (something previous to that hour, however, the members of the Board assembled in the City Library and held a "caucus," the effects of which were afterwards visible in the regular meeting. Meanwhile the reporters and clerks were sitting in the Chamber of the Board, and, at last, at 45 minutes after the appointed time, the members appeared, and President BELL took the Chair. The roll being called, it appeared that all the members were present except the Supervisor of the Third, who was ill.

President BELL said that before proceeding to business he would state that there were doubts as to the legality of the Board as then constituted. There were seven supervisors on both sides of the question, but that it might finally be adjusted, he would resign. Supervisor BELL here left the Chair. Supervisor BELL moved that the Mayor take the Chair, and the Board proceed to a permanent organization.

The motion having been carried, Mayor WOOD took the Chair, and declared that he was not a candidate for the office of President.

The Recorder stated that, as his name had been mentioned, he must positively decline an election.

The Mayor appointed Supervisor HASSOCK and Fox, Tellers.

Supervisor BRIGGS said that he wished it distinctly understood that he was not a candidate for the office of President, which declaration was received with mingled regret and laughter.

The Tellers having reported, the Mayor declared that there had been 73 votes cast, of which

Supervisor BELL received.....14
Supervisor BROWN received.....7

and there was one blank.

The Mayor declared Supervisor BELL elected as President of the Board for the year 1857, and appointed Supervisors VACHNIS, FOX and HOPKINS a Committee to escort him to the Chair. In his brief address, he returned his thanks and promised strict and equal justice to all. To facilitate business, which was greatly retarded, he would announce Committees before the close of the meeting. The roll was then again called, and DAVID T. VALENTINE, Esq., unanimously elected Clerk for the ensuing year.

Supervisor FOX moved that when the Board adjourn, it adjourn to meet again on Monday, the 19th inst., at 4 P. M.

The President then announced the following Committees for 1857:

Committee on Annual Taxes—Supervisors WM. TUCKER, David S. Jackson, John B. Briggs.

Committee on County Officers—Supervisors Peter P. Voorhis, Jacob H. Valentine, Anson Herrick.

Committee on Criminal Courts and Police—Supervisors Charles Fox, James Griffiths, Josiah W. Brown.

Committee on Civil Courts—Isaac O. Barker, Peter Fulmer, James E. Sheers.

Supervisor BROWN having declined to serve, the President substituted Supervisor ULMAN, but he also, together with Supervisor STEERS, declining to serve, it was announced that the two vacancies would be filled at the next meeting.

The President thereupon read the titles of various bills, which were referred to the several appropriate Committees. Among these bills were all kinds, from those of country Justices of the Supreme Court for services in the City down to those of constables. In the middle were the bills of the Assessors. The bills of the various newspapers for advertising the result of the census of population were referred to the Committee on County Offices.

Adjourned until Monday next at 4 P. M.

The Committees as newly arranged are as follows: The first is as before stated. In the second, Supervisor FOX is substituted for Supervisor VALENTINE. The Committee on Criminal Courts and Police consists of: Supervisors VACHNIS, GRIFFITHS, and MCCORMICK. In the fourth Committee, Supervisor MONEGHAN is substituted for Supervisor STEERS.

THE ALDERMEN.

The Board of Aldermen met last evening, at 5½ o'clock—*the President in the Chair.*

A petition was received from the Receiver of the Crystal Palace asking the City to purchase that building, or to extend the lease of the ground on which it is built. Referred to Committee on Lands and Places.

The Comptroller sent in a communication in answer to the resolution calling for information in regard to the occupants of property in the Central Park. He says that the former occupants were requested to state what amount of rent they were willing to give on a lease providing for a vacation of the premises at ninety days' notice; and to have the position satisfactory. They were permitted to remain. In regard to occupants whose rents could not be paid in full, it was thought best not to eject them, but to leave them in possession, and, by the final settlement, make them pay a certain rent. Those persons for whom moveable property or remuneration has been made, should be permitted to retain the same. The Comptroller transmitted a long report from Joseph Rose, Collector of City Revenue, of the lands and tenements let in the Park, and their rents, which range from one dollar up.

The communication was laid on the table, and ordered to be printed.

A communication was received from the Comptroller in relation to the settlement of the accounts of the Department of Repairs and Supplies for 1856. It was ordered to be entered at length in the minutes.

A communication was received from the Counsel to the Corporation in regard to the taxation of the Society Library, deciding that it is a "public library," and therefore entitled to exemption from taxation. Ordered to be entered in the minutes.

On motion of Alderman FOX, the Board then adjourned until Monday, the 19th inst.

THE COUNCILMEN.

COMPTROLLER'S COMMUNICATION RELATIVE TO THE SALE OF THE BRICK CHURCH PROPERTY.

The Board of Councilmen met last night, and after a long time spent in the third reading of bills, and the reference of petitions, and other miscellaneous matter, the following report from the Comptroller concerning the sale of the Brick Church property was read, and referred to the Committee on Finance.

COMMUNICATION.

DEPARTMENT OF FINANCE, COMPTROLLER'S OFFICE,
NEW-YORK, May 15, 1856.

To the Honorable the Common Council:

The Comptroller respectfully informs the Common Council that in pursuance of a resolution approved by the Mayor on the 9th of April, 1856, the Commissioners of the Sinking Fund held a meeting, at which it was resolved to sell the interest of the Corporation in the premises known as the Brick Church Property on the 14th of May, 1856. The notice of sale was given under direction of the Comptroller, as provided by the twelfth section of the Charter of 1853, *and the sale took place under his notice, as directed* by the Commissioners of the Sinking Fund.

The auctioneer, Anthony J. Bleecker, Esq., put up the Brick Church Property at the *minimum* price agreed on between the Corporation and the Trustees of the Church, viz., $238,360.

The sum of $45,000 was above the *minimum*, and the sale was made at $270,000. One-fourth of this sum is to be paid to the Commissioners of the Sinking Fund, equal to $67,500. This leaves for the share of the Church $202,500. The cost of advertising, &c., is to be borne in the ratio of three-quarters by the Church, and one-quarter by the Sinking Fund—the precise sum has not yet been ascertained. Ten per cent. of that portion of the purchase money belonging to the Corporation, equal to $6,750 has been paid into the City Treasury and credited to the Commissioners of the Sinking Fund. The amount of annual rent reserved to the City on the Church property was $16,200. Fifteen of this is now gain a capital of $67,750, which at 7 per cent. will yield an annual revenue of $4,742 50. And to this City this is not the only advantage. The improvement of this property, if used for private secular purposes, will probably add half a million of dollars to the assessable property. Such valuation, it must be duly appreciated by those who are enrolled and compelled to bear a portion of six or seven millions of annual taxes.

A. C. FLAGG, Comptroller.

☞ The Committee of the Board of Councilmen having under consideration the widening of Duane-street, met yesterday afternoon to hear those opposed to the proposed improvement. The principal objections made were, that a vast majority of those whose property would be disturbed were opposed to it, and that the Ward would not be benefited.

"Stony Limits Cannot Keep Love Out."

About a week or ten days ago, two ardent lovers, JEREMIAH HANAFIN being the name of the aspiring swain, and ELIZA FARLEY that of his lady-love, eloped, in pursuit of matrimony, from this City to Boston. But the telegraph went in pursuit of them, and they were overtaken before they reached the Modern Athens. Swain was twenty-two years old. Lady-love was not quite sixteen; but she was so very pretty that her stern "parients" wished to keep her at home a little longer. On reaching Boston, they found Capt. MORRILL, of the Second Station, in waiting for them, who, acting like Aladdin's sword, when he came to close quarters with the princess, forbade any further communication between them. On the day following, lady-love's father arrived and conveyed her back to this City, pure as the undissolved snows in some untrodden recess of the White Mountains. The swain returned in melancholy but not in despair. His lady-love was confined to her parents' house in Oliver-street, and forbidden to quit it, on any consideration. But "Stony limits cannot keep love out," and HANAFIN found means of communicating with his beloved. In the next house to that where the idol of his hopes was incarcerated, he had some friends. He told them all his love. He pleaded with them. Their hearts melted. They consented to stand by him. And so yesterday morning, before daylight, lady-love, with a maiden blush bepainting her cheek, stole softly down her prison stairs, and went into the back yard. A wooden fence separated her from her lover. They whispered. A board was removed. Lady-love passed through the aperture, entered the next house, and there found Rev. Mr. O. J. JONES, Pastor of the Mariners' Church, and two attendants named Mr. C. W. and Mrs. MARIA CHEVERUNNE. The marriage was duly solemnized, and lady-love returned through the fence to her own home.

Breakfast at lady-love's house—also, an officer, a lawyer, and a writ of habeas corpus, demanding the person of lady-love to be committed to the keeping of her husband. Lady-love's father is not at home, and her mother is aghast; but, after much remonstrance, has to accompany officer, lawyer and writ of habeas corpus to his Honor, the Recorder. His Honor asks many questions of the mother: What is her objection to the match? Is the young man respectable? Yes. Is he honest? Yes. Is he sober? Yes. Is he industrious? Yes. Then, what is the objection? He is a Yankee, and we are Celtics. Well, that is of no consideration in the eye of the law. Is there any other objection? The mother does not like his family. It is too late to raise that objection. The Recorder directs her to return, as it is time to go to his chambers, and, in the meantime, the young and deliciously happy couple, being advised by their friends, disappear

☞ Mayor WOOD is home again and at work.

Police Intelligence.

SHOPLIFTING.—Adolph Klein Schmidt, Anna Klein, his wife, and Sarah Volk, all German Jews, were arrested yesterday afternoon by officer Valentine of the Chief's Office, charged with the theft of silk, worth $8, from Constantine Hilton's store, No. 78 Chatham-street. The accused had each a bag filled with goods. A quantity of money was also found on their persons. The parties were yesterday morning taken to the Tombs and committed for a hearing by Justice CONNOLLY.

WHOLESALE ARRESTS.—Captain Halpin and Lieutenant Dalton, of the First Ward Police, made a descent on several German lager beer saloons on Thursday night, and arrested thirty-two persons, whom they brought yesterday before Justice CONNOLLY, at the Lower Police Court. Affidavits were made against the prisoners, all of whom will no doubt be discharged on an examination.

COURT CALENDAR—SATURDAY.

SUPERIOR COURT—*Circuit*.—Nos. 500, 504, 507, 508, 509, 510, 502, 193, 514, 515, 261, 1003, 1009, 517, 518, 522.

NEW-YORK WEEKLY TIMES.

The NEW-YORK WEEKLY TIMES, for Saturday, May 17, contains:

The May Anniversaries.
The Nicaragua Sympathy Meeting.
Important from Kansas.
The Treaty of Peace.
Festival of the Germans.
Summaries of a Week's News.
Original Correspondence.
Editorials on Current Topics.
Agricultural Information, &c., &c.

THE WEEKLY TIMES is sent to subscribers by Mail or Express, at the following rates per annum:

1 copy for.....$1.
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25 copies for.....$10, or 50 cents each.

Each package must in every case be sent to one address. Any Postmaster, clerk or other person who may send us TEN or more subscribers on the above terms, and who will receive the package for distribution among the subscribers, shall receive one copy *gratis*.

RAYMOND, WESLEY & CO.,
No. 138 Nassau-street.

BUSINESS NOTICES.

A. & G. A. ARNOUX,
DRAPERS AND TAILORS,
No. 323 Broadway, corner of Duane-st.

Would invite attention to their stock of articles for gentlemen's wear—as one consisting of goods selected with especial reference to the beauty of patterns and quality of material.

Continuing as we do to keep up the name so celebrated *in New-York for the quality and style of goods manufactured* by it, we can only say to our customers that we will leave nothing undone in our efforts still further to increase its celebrity, and for that purpose employ but the very best cutters, and have only such workmen as we can depend upon.

LYON'S KATHAIRON.—THIS UNIVERSALLY [illegible] Toilet article has become the standard preparation [illegible]. It is always the first article inquired for [illegible]. Its sale is now nearly 1,000,000 bottles per [illegible] demand is constantly increasing. No article [illegible] has given such universal satisfaction. Sold by [illegible] and Fancy Goods Dealers, and by HEATH, WYKOOP & CO., Proprietors, No. 46 Liberty-st., New-York.

BEEBE'S PATENT HAT.—THE EXCEEDING lightness of this graceful, becoming and beautiful fabric, adapted particularly to Summer wear, and excellently as a gentleman's dress hat, is entirely new in all its features. The manner of ventilation is likewise novel and delightful, and for comfort and durability this hat has never been equaled in this or any other country. It is made of every variety of style and color; black, white, pearl, drab, brown, or any other shade that the purchaser may desire. Sold at the usual prices.

BEEBE, (late Paterson,) No. 156 Broadway.

N. B.—They have also on hand their usual assortment of Rocky Mountain Silvery Beavers, French felts, &c.

TO WHOLESALE AND COUNTRY DRUGGISTS.—BARNES & PARK, No. 204 Broadway, corner of Duane-st., New-York, invite the attention of jobbers and other buyers to their immense assortment of

PATENT MEDICINES,

by far the largest assortment in either hemisphere, at and below proprietors' prices, by the package, dozen, or gross. Particular attention paid to this branch of the Drug business. Orders solicited, as all goods shipped will cause to say part of the world. BARNES & PARK, New-York, Cincinnati, and San Francisco.

NUTTING'S ÆOLICON, or NEW MUSICAL INstrument, combining the advantages of the organ, melodeon and piano; the tone is rich, mellow and powerful, and is well adapted for church or concert music. It has received the highest testimonials from the profession and others, and the trade throughout the United States, which can be seen at the piano-forte warerooms of the manufacturers. Price from $60 to $120.

GROVESTEEN & TRUSLOW,
No. 425 Broadway, New-York.

SINGER'S SEWING MACHINES.—WE HAVE great pleasure in stating that the steam-power for our great manufactory, interrupted for a few days by the fire in the New-Haven Depot building, is again restored and in full operation. We are again finishing our sewing machines faster than ever, containing all the admirable improvements.

Inferior sewing machines of other manufacturers taken in exchange as usual.

I. M. SINGER & CO., No. 323 Broadway.

ELEGANT CARPETINGS.

SMITH & LOUNSBERRY, NO. 495 BROADWAY, are now prepared to exhibit their new Spring styles of rich velvet tapestry, Brussels, 3-ply, and ingrain carpeting. Among the assortment will be found a large number of new designs and styles never before offered; also, a large stock of oil-cloths of every width, and all other goods connected with the trade.

D. DEVLIN & CO.—BEG TO STATE THAT THEIR wholesale and retail departments are now completely stocked with their late and elegant styles of Boots and Summer clothing, and their custom department (second floor) with the newest importations of cassimeres, vestings coatings, &c., at

Nos. 258, 260 and 262 Broadway, New-York.

BATCHELOR'S HAIR DYE—THE ORIGINAL AND Reliable, the Infallible—the admiration of the critical, the envy of imitators. True to Nature, without the least injury to hair or skin, and to counteract the evil effects of bad dyes. Made and sold, or applied, in 9 private rooms, at BATCHELOR'S Wig Factory, No. 233 Broadway.

WIGS, WIGS, WIGS.—BATCHELOR'S WIGS AND Toupees have improvements peculiar to themselves, and excel all others. They are celebrated all over the known world for their graceful beauty, ease and durability—fitting to a charm. The largest and best stock in the world. Made and sold at BATCHELOR'S, No. 233 Broadway.

AN UNPRECEDENTED LOW PRICE FOR ENGLISH Carpets.

Superb Velvets, for 11s. per yard.
Elegant Brussels, 7s. 6d. per yard.
Beautiful Ingrains 3s. 6d. per yard.
HIRAM ANDERSON, No. 99 Bowery.

CHRISTADORO'S HAIR-DYE, WIGS AND TOUpees stand preëminent above all competition. A suite of elegant private rooms for applying his famous dye, the greatest standard article of the kind. His new style of wigs and toupees are perfection itself. Wholesale and retail at CHRISTADORO'S, No. 6 Astor House.

LACE AND MUSLIN CURTAINS FROM AUCtion.—SPLENDID BARGAINS.—A great rush is being made to KELLY & FERGUSON'S, No. 881 Broadway, to secure some of the Lace and Muslin Curtains they are selling at less than cost of importation. Go early. Also the largest stock of Window Shades in New-York, cheap.

ELEGANT BOOTS AND GAITERS.—THE BOOTS and Gaiters manufactured by WATKINS, No. 114 Fulton-st., are not only handsome but durable. True economy teaches that the best is always the cheapest, and this is the best reason why those who want really good boots should purchase at WATKINS'.

PIANOS AND MELODEONS—THE HORACE WATERS modern improved pianos and melodeons are to be found at No. 333 Broadway. Pianos for rent, and rent allowed on purchase, or for sale on monthly payments. Second-hand pianos, from $60 to $140. Melodeons, from $40 to $120.

IRISH POTATOES.—TO POTATOE DEALERS AND SPECULATORS.—[illegible] bags of Irish Potatoes, for sale THIS DAY, between the hours of 8 A. M. and 3 P. M. To be seen at Pier No. 11 East River, on board *Samuel Mackey* from Belfast.

SPRING STYLE, FOR 1856, NOW READY, AT THE NEW HAT COMPANY'S, Nos. 146 and 148 Nassau-st. Best quality, three dollars only. The public are invited to call. We sell a single hat at wholesale price. Call and see.

DEFIANCE SALAMANDER SAFES.—ROBERT M. PATRICK is the sole manufacturer in the United States of the above celebrated safes and patent powder proof defiance locks and powder horns. Depot No. 160 Pearl-st., one door below Maiden-lane.

J. H. HARLEY WOULD INFORM HIS CUSTOMers and Ladies who wish their Furs kept free from moths and insured during the Summer season, to please send them, as soon as convenient, to his store No. 56 John-st.

FAIRBANKS' SCALES—OF EVERY DESCRIPTION, of standard weight and accuracy, and all kinds of weighing apparatus for sale at FAIRBANKS and TOWLE, 189 Broadway.

FAIRBANKS & CO., No. 189 Broadway.

HAT RACKS OF ENTIRE NEW PATTERNS JUST INTRODUCED. Cost-less furniture in all its branches at the warerooms of the New-York Wire Railing Co., No. 313 Broadway. J. S. WICKERSHAM, Superintendent.

GENIN WILL INTRODUCE HIS SUMMER STYLES of Rocky Mountain drab beaver Hats on Saturday, 17th inst. GENIN, No. 214 Broadway,
opposite St. Paul's Church.

CLARK'S SPOOL COTTON.—THE GENUINE ARticle has the name of WILLIAM WHITEMAN on every spool. No. 97 Nassau-st.

NEW PUBLICATIONS.

ONE DOLLAR FOR THE YEARS SUPPLY!
"ARTHUR'S" Fresh and Delicious
THE SPARROWGRASS PAPERS;
Or, LIVING IN THE COUNTRY.
With Illustrations by Darley. Price $1.

ROBERT CARTER & BROTHERS
Have Removed to No. 530 Broadway.

I. DR. HODGE'S COMMENTARY ON ROMANS.
Just Published.
A COMMENTARY ON ROMANS. By CHARLES HODGE, D.D., Professor of Theology in the Princeton Theological Seminary. 1 vol. 12mo. Price $1 25.
"Dr. Hodge's Commentary on Romans is a valuable addition to our Biblical literature. It is the result of a thorough study of the Epistle, and is characterized by the clearness and vigor of thought which mark the author's other productions."—Presbyterian.
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TO LET.

HOUSES TO LET.

HOUSE TO LET.

HOUSES TO LET, AT LOW RENTS.

HOUSE TO LET.

HOUSES TO LET—At Ravenswood, L. I., on the river, and within three minutes' walk of the steamboat landing. Inquire of Messrs. D. Kerr & Co., 79 Pearl-st., or of GILBERT HOPKINS, at Ravenswood, or at his Office, No. 49 Peck-slip, New-York, up stairs, from 11 to 12 o'clock.

HOUSES TO LET—Four two-story houses with gardens, in Mount Vernon, three minutes' walk from depôt, on New-York and New-Haven Railroad. Rent $275. Apply to M. CHAMBERLAIN, jr., No. 69 Nassau-st., or E. E. MANNING, Mount Vernon.

HOUSES TO LET—The three-story brick houses Nos. 204 and 206 West 14th-st., near the 9th-av., in good order, with Croton water, &c., at low rents. Apply at No. 192 Broadway, from 11 to 12 o'clock, or at No. 95 East 37th-st. PETER A. H. JACKSON.

HOUSE TO LET IN BROOKLYN—A two-story and attic house, on Bedford-av., adjoining the cor. of Van Buren-st. Inquire 309 Washington-st., N. Y.

HOUSES TO LET AT ASTORIA—With and without stables. E. M. BLACKWELL, No. 141 Front-st.

COUNTRY RESIDENCE TO LET OR FOR SALE IN POUGHKEEPSIE.—A neat cottage house with well and cistern, water in kitchen, and in complete repair. Also, a large garden, situated, well stocked with fruit and berries; also planted with most kinds of vegetables for the season. Apply to J. N. CORLIES, office of the New-York File Works, Poughkeepsie, N. Y.

TO LET FOR A TERM OF YEARS—A first-class country residence on the Hudson River, on the south part of the City of Poughkeepsie, just below the Landing of Collingswood & Co., being 106 feet front on the channel of the river at deep water, and 184 feet from the front, extending back to the shore, with easy access to and from it. It is well calculated for coal and lumber business, and for the erection of a steam, sawing and planing mill, or other mills or manufacturing business. Apply to CYRUS M. SMITH, No. 6 Union-st., Poughkeepsie.

DWELLING HOUSE TO LET.—The superior 4-story house No. 223 West 11th-st., between 5th and 6th aves.; the lower 3 stories rooms in depth, nearly new and furnished with all the modern improvements; is to be painted throughout and otherwise put in complete order. To a suitable tenant it will be rented on moderate terms. Apply to JAMES CRUIKSHANK, No. 88 Broadway.

A SUITE OF OFFICES TO LET—In the Bible House, Astor-place, now occupied by the New-York Society Library, to let from 1st May next. Apply at the Treasurer's Office, Bible House, entrance 4th-av.

BEAUTIFUL RESIDENCE TO LET OR LEASE—Situated between 1st and 2d avs., and between 80th and 81st sts. The house stands on high ground, and in the centre of a large garden, kept in fine order, with fruit and ornamental trees and flowering plants. Apply to WILLIAM CURE, No. 161 81st-st.

FURNISHED COTTAGE—Containing eleven rooms, carriage house, barn and ice house, with 14 acres of land, a fine garden and fruit, to let, at Dobbs' Ferry, Westchester County, within 10 minutes' walk of the depôt of the Hudson River Railroad, and is one of the most beautiful places in that vicinity; it fronts on the Hudson River. Apply to J. L. TIFFANY, No. 34 Liberty-st., second story.

FURNISHED COTTAGE TO LET IN BROOKLYN—From the 1st of June to the 1st of October. The house is nicely furnished with all the requisites and lighted with gas, and in a convenient location for New-York. Reference required. Address or apply to O. F. OATMAN, No. 33 Beekman-st.

FACTORY BUILDINGS AND FOUNDRY TO LET—On 6th av., 125 feet front, four stories high—suitable for piano-forte makers, or any other business requiring large and well-lighted rooms. Also, foundry on 46th-st., in rear of the above, 50 feet by 100. Will be let or leased on reasonable terms. Apply to FOSTER & FORREST, No. 146 Pearl-st.

NO. 178 BROADWAY TO LET—The upper part of this building lately occupied by the Manhattan Club, the premises are very large and roomy, the first loft being about 80 feet deep with high ceiling and is well adapted for business purposes, as it is located on one of the best blocks for retail trade in Broadway. Apply to Mr. JAMES RONALDSON, in the store, who will show the premises.

25 MAIDEN-LANE.—TO LET, A SMALL OFFICE—very desirable for an importer of watches, a manufacturer of jewelry, or a dealer in fancy goods. It has one of Herring's best fire-proof safes built in a vault, and is well furnished, all of which can be bought low, inquire on the premises, of A. MORTON & CO.

OFFICES TO LET.—Now in complete order, in the premises No. 15 William-st., next door to the Corn Exchange Bank. The first floor is suitable for Insurance, Railroad, and Real Estate Offices. The upper Rooms for Brokers or Lawyers. By E. G. PIERCE, No. 15 William-st.

OFFICE TO LET—At No. 183 Nassau-st., 2d floor, front, No. 1. It is one of the best offices on the street, has three windows on Nassau-st. and five on Ann-st., and will be let low to a good tenant. Apply to S. M. PETTENGILL, No. 119 Nassau-st., New-York.

OFFICES TO LET—No. 7 New-st., desirable for lawyers, brokers, agents, &c.; just painted and in good order; third door from Wall, and within a few steps of Broadway. Rent low. Inquire at the Law Office of LOVELL & CHASE, No. 5 New-st.

STABLE, &c., TO LET.—No. 200 East 9th-st. It is nicely fitted up for four horses, and has also two finished rooms, with separate entrances, supplied with Croton water, sink, water closet, &c., the whole forming complete accommodations as stable and cottage. Apply to BENJAMIN TATHAM, No. 36 Stuyvesant-st., TATHAM & BROTHERS, No. 83 Beekman-st.

COAL YARD TO LET—Situated in 34-st., near 3d-av., or the ground will be let to a good tenant, for any other business, at a low rent. Apply to JAMES I. FETTER, No. 168 Christie-st.

PART OF A 2-STORY BRICK HOUSE TO LET—Nearly new and in complete order, to a small family; three handsome rooms on the second floor; the front a large parlor, with marble mantels; one room on third floor; a large and handsome front basement, with every convenience, such as bath, gas, &c. Apply at No. 205 West 31st-st.

PART OF A HOUSE TO LET—To a small family, No. 85 1st-st., between 1st-av. and Avenue A. Inquire on the premises for further information.

TO LEASE FOR A TERM OF YEARS—A valuable lot on Beekman-st., running through to Ann-st., suitable for a warehouse. Apply to ENDICOTT & CO., No. 59 Beekman-st.

STORE TO LET OR LEASE—A modern 5-story brick store in the Bowery, near Houston-st. Rent moderate to a good tenant. Apply at No. 38 Walker-st.

STORE AND OFFICES TO LET—In the [illegible] Building, Astor-place. Apply at the Treasurer's Office, Bible House, entrance 4th-av.

STEAM POWER—With a room well lighted all day for any business requiring good and steady power. Apply to J. & G. R. WALKER, No. 103 Centre, corner Hester-st.

STEAM POWER.—Several well lighted lofts to let in the building Nos. 29 and 31 Gold-st., connected by a steam hoistway.

STEAM POWER TO LET—In light and airy rooms, in a new building in Cliff-st. Apply to J. C. HULL & SON, No. 108 Cliff-st.

STEADY STEAM POWER TO LET.—Large and small rooms, well lighted, at No. 42½ Water-st., between Pike and Rutgers slips.

STEAM POWER AND ROOM TO LET—DUDLEY & SEE, corner of Bleecker and Bank sts.

REMOVAL.

REMOVAL.—The BETHESDA BAPTIST CHURCH have removed their place of worship from Chrystie-st. to Clinton Hall, 6th-st., near Broadway. Service every SUNDAY, at 10½ A. M. and 7½ P. M. Lecture every WEDNESDAY EVENING at 7½ o'clock. Seats free. The public are respectfully invited to attend.

SPECIAL NOTICE.—REMOVAL OF DR. BARROW—Dr. BARROW has removed from 7 Bond-st. to No. 137 Prince-st., (few blocks west of Broadway.) New-York. See advertisement in another part of the paper.

REMOVAL.—JARDINE & SON, Organ Builders, will after May 1 remove their organ manufactory into the large building on the New-York Lunatic Asylum, corner of White and Centre sts.

HENRY DAVENPORT—Manufacturer and Dealer in Gentlemen's Fancy Saddle Goods, has removed from No. 365 to No. 367 Broadway, opposite the Tabernacle.

REMOVAL.—The office of PHILIP SPRYER & CO. has been removed from No. 61 Broad-st. to No. 72 Broadway.

STEARNS & MARVIN'S WILDER'S PATENT SALAMANDER SAFES—Depôt No. 40 Murray-st. and No. 140 Water-st., New-York.

REMOVAL.—WRIGHT, GILLETT & BAWSON, Commission Merchants, have removed from No. 3 Southst., to No. 1 Front-st.

REMOVAL.—COLES, RUDDOCK & WEEKS have removed from No. 67 Water-st. to No. 60 Broadway.

DISSOLUTION.

MESSRS. PAYSON, DUNTON & CLARKE, Booksellers and Stationers, have dissolved partnership. The business will be continued by the undersigned, who will collect all debts due the late firm, and pay all its liabilities. All persons indebted to the late firm are requested to call and settle their accounts, as no further credit will be given. Dr. De Witt and Cyrus Curtis, Esq., of New-York, and the Rev. James P. Wilson, D.D., of Newark, N.J.

PAULDING INSTITUTE—A select family boarding school, at ATTICA, Wyoming County, N.Y., under the charge of Mrs. S. WESTON. The Summer session will commence on Monday, May 8. Circulars may be found at the bookstores of T. J. CROWEN, No. 292; Messrs. APPLETON, STANFORD & SWORDS, No. 297 Broadway, and CLARK, AUSTIN & SMITH, No. 5 Park-row.

ENGLISH, FRENCH AND CLASSICAL BOYS' BOARDING SCHOOL, JAMAICA, L. I.—The Thirteenth Scholastic Quarter commences April 2. This family School is now receiving for the good health of its pupils, as the house is for the longevity of its inhabitants. For circulars, &c., address the Principal and Proprietor, Rev. JAMES M. HUNTTING.

DANBURY SCIENTIFIC AND MILITARY INSTITUTE, CONN.—Rev. ELIAS S. SCHENCK, A. M., Principal; Rev. J. H. VAN COURT, A. M., Associate, aided by assistant teachers. Accommodations quite limited. Cavalry, military exercises and tactics daily. Circulars or an interview may be had at WILLIAM HALL & SON'S No. 239 Broadway, N. Y.

BOARDING SCHOOL FOR YOUNG LADIES, Yonkers, Westchester County, N. Y., LYMAN COBB, A. M., Principal. The Summer Term commences in May. For terms, &c., see circulars, which may be had of Messrs. KIGGINS & KELLOGG, No. 138 William-st.; J. C. RIKER, Broadway, adjoining the Hospital; or by mail, of LYMAN COBB, Jr.

MISSES BEEKES—Having removed their School to No. 59 West 37th-st., respectfully solicit the continued patronage of the public. Circulars may be obtained at their residence, and at the store of ROBERT CARTER & BROTHERS, No. 285 Broadway.

FRENCH AND MUSIC.—Miles. BORREL have removed to No. 405 4th-av., entrance in 29th-st. Young ladies' classes in the AFTERNOON. Private lessons given. Miles. BORREL will also receive a few young ladies as daily scholars. Terms moderate.

THE SUMMER TERM OF MRS. T. J. BENEDICT'S SCHOOL for young Ladies will commence April 25, 4 West 37th-st., 3d door from 5th-av.

THE MISSES DEWSTOE'S BOARDING AND DAY SCHOOL—For young ladies, No. 768 Greenwich-st.

MUSICAL INSTRUMENTS.

HAZELTON BROTHERS, PIANO-FORTE MANUFACTURERS, No. 309 Centre-st., New-York. A fine assortment of PIANOS, plain and ornamental cases. WARRANTED. UNSURPASSED IN STRENGTH & PURITY OF TONE.

PIANO-FORTES.—WILLIAM MILLER, Manufacturer of the celebrated "Modern Improved Piano-forte," invites all lovers of music to call and test the quality of his instruments, which have become so celebrated, and the demand so great, that he has enlarged his facilities for manufacturing and will keep on hand and for sale, at the lowest factory prices, the most beautiful as well as durable Pianos ever made in the United States, fully warranted by the manufacturers. Nos. 196 and 198 East 31st-st.

FIRST PREMIUM PIANO-FORTES—Manufactured by STEINWAY & SONS, No. 84 Walker-st., near Broadway. These Pianos received the First premium in competition with Pianos made by the most celebrated manufacturers of Boston, New-York, Philadelphia and Baltimore. Every Piano is warranted.

NEW PIANOS.

We have just been awarded the First Premium (a Gold Medal) at the Crystal Palace, for the best Piano.

PIANOS AT AUCTION.—Peremptory sale to close a concern, on WEDNESDAY, May 11, at 11 o'clock A. M., at the store No. 831 Broadway, New-York, new pianos, selected from the best City makers, in elegant rosewood cases, carved and plain, pearl and ivory keys, metallic frames, superior in tone and finish, and warranted. Can be seen and tested at the store before the day of sale.

AN EXTENSIVE ASSORTMENT OF PIANO FORTES FOR HIRE OR FOR SALE—At WALKER'S Warerooms, No. 6 Astor-place and 580 Broadway, at prices varying from $60 to $150. Also, a large stock of new PIANOS, of superior quality, by the best New-York and Boston makers, exclusively for sale.

GREAT IMPROVEMENT IN PIANO-FORTES.—Messrs. LIGETT, NEWTON & BRADBURY, the inventors, respectfully invite attention to their Piano-forte, secured with the patent arch wrestplank, which is undoubtedly the most substantial improvement ever introduced into this instrument.

A GOOD ASSORTMENT OF NEW-YORK AND BOSTON PIANOS—Including the celebrated Pianos made by Jacob Chickering and Haines Brothers—very low. SECOND-HAND PIANOS, from $50 to $125. Pianos and Melodeons to let, and rent allowed on purchase. T. S. BERRY, No. 441 Broadway.

A LARGE VARIETY OF SPLENDID PIANOS—Have just been received at the warerooms of T. GILBERT & CO., Nos. 419 and 421 Broadway, corner of Canal-st. Pianos with and without Æolian attachment, to hire, or for sale on monthly payments. Liberal terms.

RAVEN, BACON & CO.—Successors to Bacon & Raven, PIANO-FORTE MANUFACTURERS, warerooms No. 135 Grand-st., near Broadway, where a full assortment of instruments, exclusively of our own manufacture, may be found. Warranted in every respect.

PIANOS.—Four beautiful 7-octave piano-fortes, two with carved legs, superior tone and finish, made of good material and warranted in every particular, will be sold low. DAVID SMITH, No. 15 6th-av.

OILS AND PAINTS.

KEROSENE OIL. NOT EXPLOSIVE. SECURED BY PATENTS.

IMPORTANT TO HEADS OF DEPARTMENTS, TRUSTEES OF HOSPITALS, ASYLUMS, PRISONS, SCHOOLS, COLLEGES, CHURCHES, RAILROAD COMPANIES, FACTORIES, SHIP OWNERS, SHIP-SUPPLY MEN, OWNERS OF COUNTRY RESIDENCES, PROPRIETORS OF WATERING-PLACES, AND HOTEL KEEPERS.

The undersigned have the honor to announce that the Kerosene Oil Company, by great labor and expense, have succeeded in entirely removing the unpleasant odor from Kerosene Oil, without injury to its illuminating qualities. The Kerosene Oil Company now offer KEROSENE OIL, with:

1. The intensity of the light produced.
2. It is not explosive.
3. It will remain fluid, when the best sperm oil has congealed.
4. Its unrivaled economy—$4 10 worth of Kerosene Oil giving as much light as $20 00 of Sperm Oil—$16 00 of Whale—$20 47 of Sperm Oil—or $30 00 of Burning Fluid.

INSURANCE COMPANIES allow it to be used without ADDITIONAL PREMIUM.

The KEROSENE BURNER, with rise and fall wick, can be adapted, at a slight expense, to the Mechanical, Carcel, Solar, Astral, Bouth's Oil, Camphene and Webb's Patent Lamps, or any ornamental Gas, Candle and Chandelier, enabling the consumer to use the KEROSENE OIL at $1 per gallon, affording double the amount of light to be obtained from Rapeseed Oil, at $1 56, or from Sperm Oil at $2 25.

KEROSENE LUBRICATING OIL, equal in fluidity to the best Sperm Oil, possessing the great advantage of not congealing at a low temperature. This Oil can also be burned in all the ordinary Mechanical, Solar and Hand Lamps, including Bowsprit and Signal Lanterns, and gives more light than Sperm, Whale, or Lard Oil.

AUSTENS, Agents for THE KEROSENE OIL COMPANY, No. 60 Beaver-st., New-York.

EXTRA QUALITY REFINED LARD OIL—Burns brightly, without crusting, and is durable. Will never gum and very excellent for machinery. ALSO, COBURN'S PURE TALLOW OIL.—*On* machinery is very durable, never gums, candles colder weather than sperm; will burn finely. Only agents. JOHN W. QUINCY, No. 98 William st.

BANK NOTICES.

BANK NOTICE.—WESTERN BANK, SUFFOLK COUNTY.—BANK DEPARTMENT, ALBANY, June 5, 1854.—Notice is hereby given, in pursuance of the statute in such case made and provided, that all the circulating notes issued to S. T. BAKER, an individual banker, (Western Bank, Suffolk County, late Western Bank, Washington County,) must be presented at the office of the Superintendent of the Banking Department of the State of New-York, for payment, within two years from the date of this notice, or the funds deposited for the redemption of the circulating notes issued to the said banker will be given up to him. D. B. ST. JOHN, Superintendent.

BANK DEPARTMENT—STATE OF NEW-YORK—ALBANY, Dec. 31, 1854.—Notice is hereby given, pursuant to the statute in such case made and provided, that all the circulating notes issued to the SUFFOLK BANK (a banking association in the City of New-York) must be presented at the office of the Superintendent of the Banking Department of the State of New-York, for payment, within two years from the date hereof, or the funds deposited for the redemption of the circulating notes issued to the said Bank will be given up. D. B. ST. JOHN, Superintendent.

BANK DEPARTMENT—STATE OF NEW-YORK—ALBANY, Feb. 6, 1855.—Notice is hereby given, pursuant to the statute in such case made and provided, that all the circulating notes issued to D. S. BENNETT, (an Individual Banker—Queen City Bank, Buffalo,) must be presented at the office of the Superintendent of the Banking Department of the State of New-York for payment, within two years from the date hereof, or the funds deposited for the redemption of the circulating notes issued to the said Banker will be given up. D. B. ST. JOHN, Superintendent.

BANK DEPARTMENT—State of New-York. ALBANY, May 2, 1854.—The BANK OF KENT has this day filed, in this office, a notice of the appointment of JOHN THOMPSON, in the City of New-York, (No. 2 Wall-st.,) as agent for the redemption of its circulating notes, agreeable to the act entitled "An act to amend the several acts relative to Wild Cat Banking Associations and Individual Bankers," passed April 17, 1851. JAMES M. COOK, Superintendent.

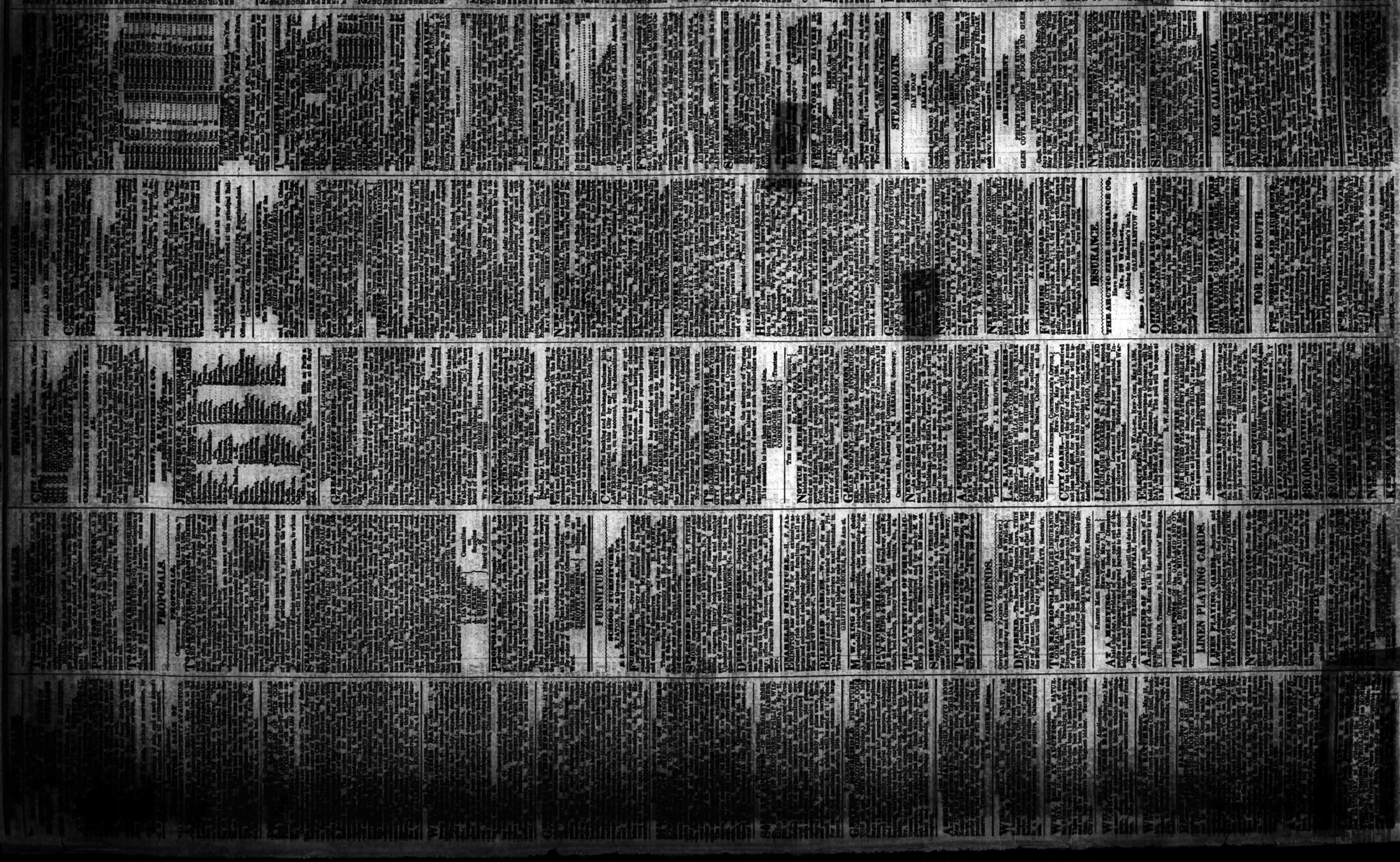
COAL.

CUMBERLAND COAL AFLOAT—Of a superior quality, suitable for smiths, steamboats and manufacturing purposes, now discharging and for sale low, in lots to suit purchasers. Apply on board the schooner Patterson, foot of Delancey-st., East River, or to AMBLER & COLLARD, No. 29 Elizabeth-st.

COAL! COAL! COAL!—Best qualities of Lehigh, Lehigh Quarry and White Ash Schuylkill Coals on hand, and for sale at the lowest market price. Also, Cumberland, Liverpool and Cannel Coals. WILLIAM E. PEARSON, No. 420 Washington, corner Desbrosses-st.

IRON AND HARDWARE, &c.

ARTIFICIAL ICE MANUFACTURING APPARATUS—Of the most approved construction, for the manufacture of ice on a large scale, by the use of steam. On all practicable occasions we refer to the extensive establishment now in operation at the foot of Fulton-st., East River, where the machinery is in full operation, and where ice is manufactured and sold daily. The apparatus will be put up in any part of the country, and the ice manufactured at a cost of from $3 to $4 per ton



NEW-YORK CITY.

[Advertisement.]

Dentistry. Fashionable Gents.—Mr. Dentist, of No. 7 Union-square, has in his office a variety of new and improved instruments, by which he fills teeth without pain, he which he fills teeth without pain, he which he fills teeth without pain, he